

Mitigation strategies to reduce the impact to business may include sharing parking, providing new driveways to existing parking lots, and/or operating a shuttle between East Elizabeth Street with a remote parking lot for customers and employees. With mitigation in place during construction, it is anticipated that minimal short-term and no long-term economic impacts will affect businesses in the study area.

Land Use

This project is consistent with local land use and transportation plans. East Elizabeth Street and the bridge will be rebuilt on existing location with the recommended alternative, with no changes to traffic capacity. Therefore, no changes in future land use or development patterns are anticipated as a result of the recommended alternative.

Indirect and Cumulative Effects

No long-term indirect or cumulative effects are anticipated. Overall, minor temporary indirect and cumulative effects are expected to occur during construction as a result of the recommended alternative.

The proposed improvements are not expected to result in access changes, travel time savings, increased exposure, or the creation of a land use/transportation node. Therefore, they are not anticipated to induce growth or alter existing development patterns. The only potential short-term indirect effects anticipated as a result of this project are traffic delays during a hurricane evacuation.

Three development projects and two other roadway projects are proposed in the vicinity. The only potential short-term cumulative effect anticipated from Project U-4438 and these projects is additional traffic congestion due to reduced laneage during construction. The level of congestion will ultimately be determined by the schedules and final design of each of these projects, which are currently undetermined. NCDOT will coordinate with the other projects to reduce cumulative effects during construction as much as possible.

Direct natural environmental impacts by NCDOT projects would be addressed by Programmatic Agreements and the permit process with resource agencies. Because no indirect impacts are anticipated, the cumulative effect of this project, when considered in the context of other past, present and future actions, and the resulting impact on notable human and natural features, should be minimal. Therefore, any contribution of the project to cumulative impacts resulting from current and planned development patterns is expected to be minimal.

Flood Hazard Evaluation

No change to a FEMA floodplain or floodway is anticipated as a result of this project.